

the good things of life — began to pass around, and this continued until all were abundantly satisfied. We had heard reports of the company lacking food on the road, but are pleased to learn from Elder Joseph W. Young that there was no such thing as starvation or want known among them. From the time the train crossed the Weber River, 8 pounds of flour, 2 lbs. of bacon and 1 lb. of beans were given out to each adult. We think great credit is due Bishop Hunter and his assistants for the promptness and energy with which they have carried out the wishes of our president in providing food and homes for these large companies of Saints. This is the way the Latter-day Saints treat their poor brethren when they come here from distant nations, ignorant of our manners and customs, ignorant of our mode of procuring the necessities of life, and many of them ignorant of the language we speak. Can this be the result of fanaticism, or is it the fruit of that pure and undefiled religion of which the Apostle speaks? We ask can the Christian world show its equal? Our religion teaches this maxim, "By their fruits ye shall know them."

—Deseret News

THE FIRST DUTCH IMMIGRATION — 1864

The first Latter-day Saint missionaries to the Netherlands arrived in Rotterdam August 5, 1861 and were successful in making several converts who soon became missionaries themselves. The first company of Dutch converts, 60 in number, left Rotterdam June 1, 1864 and sailed from London two days later on the S. S. Hudson. The company landed at New York July 19th and arrived at Wyoming, Nebraska, August 2nd, reaching Salt Lake City October 26th in Captain Wm. Hyde's train. During the voyage across the ocean, three children were born and nine died, the high mortality being caused by measles which had been accidentally brought on board and which was not discovered until the vessel was three days out at sea. One of the children born, a boy, was from Dutch parents — Jacobus and Susanna K. Cannegieter. The baby was named Henry Hudson, after the ship. One of those who died was also of Dutch parentage — little 3-year-old Bastian, the son of Elizabeth Anna Keiser, a widow.

These Dutch immigrants were the remnants of a dwindling sect called Nieuwlichters, or New Lighters, who had hailed the message of the Utah elders as a fulfillment of their own expectations.

No well-versed theologians they were, but plain folk, children of the people. Stoffel Mulder, their leader, was a skipper; Maria Leer, their prophetess, a 'common' woman. Who knew their religio-communistic brotherhood, who notice their small circle of adherents in those turbulent years of the first half of the former century in the Netherlands? They labored mostly in the years 1816-1840, years of warfare and turbulence, politically and

ecclesiastically, and the Brotherhood they established had already disappeared before there was time to pay them calm attention. Yet they, too, labored in their own way. They aroused spiritual life in a spiritless time; they raised their voices against the apostasy of the Gospel as they understood it; they preached a high ideal; an imitation of Christ, realized in life.

Dr. G. P. Marang

Among the members of that first company of Dutch immigrants were Timotheus or Timothy Mets and family, who settled on a farm in Morgan County in 1865. Later, Mr. Mets entered into the mercantile business, becoming superintendent of the Morgan Co-op Store in 1874. His family wishing to move south, they left for Mesa, Arizona in October, 1879. In November, 1890, Elder Mets was called to preside over the Netherlands Mission. He returned in 1892, having added Belgium to the Dutch mission field during his administration. Dirk Bockholt, another member of the first Dutch immigrant company, also returned to his native land as mission president. In civic life he served as clerk of Salt Lake County.

Later immigrants settled mainly in Ogden and vicinity and in Salt Lake City, taking their places in a creditable manner along the whole gamut of useful pursuits in life. The Ekker boys of Eureka and Mammoth, who came to Utah in the early seventies, will always be remembered as outstanding stock raisers, while Gerrit de Jong, Jr., professor of modern languages and dean of the College of Fine Arts at the Brigham Young University — one of the later immigrants — represents the professional class.

Hendrik Van Steeter was one of the first persons to join the Church in the opening year of the mission, 1861. In 1866 he was called to labor as a traveling elder and upon his honorable release in 1868 he emigrated to Utah. His wife, Alida Anna, and their children, Grietje, Hendrik, Elizabeth, Josef and Johanna had preceded him to the Valley in 1866. They made their home in Salt Lake City.

Maarigje Exalto Van Dam was born in Jeukelum, Holland, Sept. 2, 1831, the daughter of Dirk and Geertje Exalto. Her father and mother were devoted members of the church which predominated in the little town in which they lived, and she was taught in all sincerity in the prevailing belief and being religiously inclined was an ardent worker in its behalf. She was married to Jan (John) Cornelius Van Dam about 1852.

Maarigje and Jan and their five children crossed the plains in the Wm. Hyde company which left Wyoming, Nebraska on August 9th. After only a week's journey Jan passed away, and twenty-one days later Maarigje gave birth to a baby girl. But the loss of her husband and the birth of her daughter, together with the conditions of traveling in a wagon over rough roads were more than her health could endure. She passed away Sept. 25, 1864, at the age of 33 years

and 23 days, a firm believer in the new faith that she had espoused, living up to the doctrines as far as she understood them. She was a devoted mother, a good, true wife, and a real lover of home.

The baby born to her on the journey survived the hardships incident thereto and grew to womanhood. Maarigje's daughter, *Lottie Van Dam Woolley Sharp*, who sent in the story of her mother, tenderly recalled: "I was only six years of age, but I can remember seeing Mother sitting in the corner of the tent crying, and putting my arms around her neck telling her not to cry."

SCANDINAVIAN IMMIGRATION — 1864

On April 10th, 1864, at 5 p.m. the Swedish steamer *L. J. Bager* sailed from Copenhagen, carrying 350 emigrants from Sweden and Norway and some from the Fredericia Conference, Denmark, in charge of Johan P. R. Johansen. This company of Saints went by steamer to Lubeck, thence by rail to Hamburg, thence by steamer to Hull, in England, and thence by rail to Liverpool, where the emigrants joined another company of emigrating Saints which sailed from Copenhagen three days later.

On April 13, 1864, the English steamer *Sultana* sailed from Copenhagen, Denmark, with 353 emigrants from the different conferences in Denmark, excepting a few from Fredericia, who, on account of the war, went directly to Hamburg. This company was in charge of President Jesse N. Smith, a returning missionary. Elder John Smith, who because of poor health had labored in the mission office in Copenhagen, and Christoffer Holberg, who had labored in Sweden, also sailed on the *Sultana*, returning to their homes in Zion. The following elders were among the emigrants: Niels C. Edlefsen, Peter C. Geertsen, Peter C. Carstensen, Nels C. Flygare, Anders Swedlund, Jens Hansen, Lars Nilsson, Anders Pontus Soderborg and Jens C. Olsen. A number of traveling elders also emigrated with this company, which, like the preceding one, went by way of Lubeck, Hamburg and Grimsby to Liverpool, where they were joined by the company that sailed from Copenhagen, April 10th.

On Tuesday, April 26th, the ship *Monarch of the Sea* cleared for sailing, and on Thursday, April 28th, sailed from Liverpool, England, with 973 souls on board. Patriarch John Smith was chosen president of the company with Elders John D. Chase, Johan P. R. Johansen and Parley P. Pratt, Jun., as his counselors. Elders were also appointed to take charge of the different divisions of the company. During the voyage there was considerable sickness and some deaths, mostly children. In the morning of June 3rd the *Monarch of the Sea* arrived at New York where the landing of the emigrants at Castle Garden at once took place. In the evening they boarded a steamer for Albany, N. Y., and from there they traveled by train to St. Joseph, Missouri; thence by steamer up the Missouri River to Wyoming, Nebraska,

Chronology of 1864 Vol 8

April, Friday 1 . . . Thomas Pierce and Robert Spurgeon were killed in a snow slide at the head of Mill Creek Canyon. The body of the latter was not found until May 3rd.

Tues. 5 . . . A small company of Saints bound for Utah, sailed from Port Elizabeth, South Africa, under the direction of John Talbot.

Wed. 6 . . . On this and the four following days the 34th annual conference of the Church was held in G. S. L. City.

Fri. 8 . . . At a council meeting held at Lahaina, Maui, Hawaiian Islands, attended by Apostles Ezra T. Benson and Lorenzo Snow and Elders Joseph F. Smith, Wm. W. Cluff and Alma L. Smith — Walter M. Gibson, who had usurped Church authority and imposed upon the native Saints was ex-communicated from the Church.

Sun. 10 . . . Elders Wm. Fotheringham and Henry A. Dixon, accompanied by a small company of Saints, sailed from Port Elizabeth, South Africa, in the barque Susan Pardew, which arrived at Boston after 50 days' voyage.

Thurs. 28th . . . The ship Monarch of the Sea, sailed from Liverpool, England, with 974 Saints, under the direction of Patriarch John Smith. It arrived at New York June 3rd, and the emigrants reached Wyoming, Nebraska, in safety.

Wyoming, a village seven miles north of Nebraska City, Neb., had been selected as the outfitting place for the emigrants crossing the plains. About one-hundred and seventy Church teams were sent from Utah to the Missouri River this year.

May, Thurs. 12th . . . The Saints who were settling Salina, Sevier Co., Utah, were organized as a ward by Apostle Orson Hyde, with Peter Rasmussen as bishop.

Sat. 21st . . . The ship General McClellan sailed from Liverpool, England, with 802 Saints, under the direction of Thos. E. Jeremy, Joseph Bull and Geo. G. Bywater. It arrived at New York June 23rd, and the company arrived at Wyoming July 3rd.

June, Fri. 3rd . . . The ship Hudson sailed from London, England, with 863 Saints under the direction of John M. Kay. The company arrived at New York July 19th and at Wyoming August 2nd.

July, Mon. 4th . . . The Daily Telegraph, a newspaper, was first issued in G.S.L. City, Thos B. H. Stenhouse proprietor and editor. October 8th, a semi-weekly edition was also commenced.

August, Fri. 26th . . . Captain John R. Murdock's mule teams arrived in G.S.L. City, with 78 passengers.

Wed. 31st . . . James Calvin Sly, once a member of the Mormon Battalion, died at Chicken Creek, Juab Co.

September — Elder Joseph Greenwood, of American Fork, Utah, died on Bear River, from the effects of cold, on returning from a

mission to the States. Daniel H. Wells succeeded Apostle Geo. Q. Cannon as president of the European mission.

Thurs. 1 . . . Pres. Brigham Young and others left G.S.L. City on a trip to the southern settlements. They returned September 29th, after visiting 37 settlements and holding 39 meetings.

Thurs. 15th . . . Wm. B. Preston's train of immigrants, consisting of about fifty wagons and four hundred passengers, arrived at G.S.L. City. This company also brought new fonts of type for the Deseret News office.

Tues. 20th. Capt. Joseph S. Rawlins' train of immigrants arrived at G.S.L. City.

Mon. 26th . . . Elder John M. Kay, returning missionary from Europe, died on the Little Laramie while crossing the plains in Capt. Warren S. Snow's train.

October . . . The first number of the "Peep O'Day," a magazine devoted to science, literature and art, and to opposing the "Mormons," was published by Elias L. T. Harrison and Edward W. Tullidge, at G.S.L. City.

Sat. 1 . . . Capt. John Smith's independent train of immigrants arrived at G.S.L. City.

Tues. 4th . . . Capt. Wm. S. Warren's train of immigrants, which had started from Wyoming July 19, arrived at G.S.L. City.

Wed. 5th . . . Isaac A. Canfield's train arrived at G.S.L. City.

Mon. 10 . . . The surviving members of Zion's Camp had a festival in the Social Hall, G.S.L. City. This was the first gathering of these veterans for 30 years; 54 men and 4 women were present out of the 63 then known to be in the Territory.

Wed. 26 . . . Capt. Wm. Hyde's train of immigrants arrived in G.S.L. City.

November, Wed. 2 . . . Capt. Warren S. Snow's train of immigrants, the last company of the season, arrived at G.S.L. City.

Wed. 16th . . . A destructive hurricane visited Davis and Weber Counties.

December, Mon. 12 . . . The 14th annual session of the Utah legislature convened in G.S.L. City and organized by electing Geo. A. Smith president of the Council and John Taylor, speaker of the House.

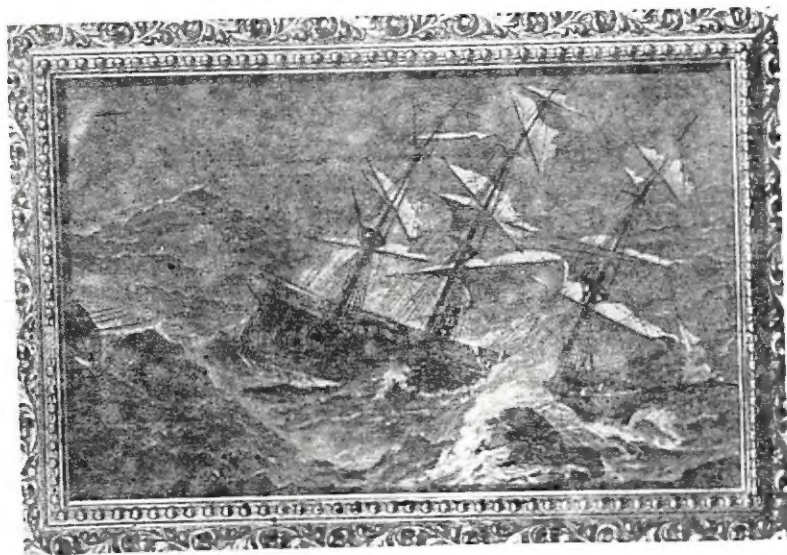
Fri. 23 . . . Samuel H. Davis was accidentally killed in G.S.L. City while engaged in walling up a well.

over →

IMMIGRATION — 1864

No.	Date of Sailing	Port of Sailing	Name of Ship	Leader of Co.	Total No. Souls	Place of Landing
127	Apr. 28,	Liverpool	Monarch of the Sea	John Smith	974	N. York
128	May 21,	Liverpool	Gen. McClellan	Thos. E. Jeremy	802	N. York
129	June 3,	London	Hudson	John M. Kay	863	N. York
Miscellaneous					Not known	
					Liverpool	

Outfitting Station	Date of Departure	Captain of Company	Total Souls	Wagons	Arrival in Salt Lake City
Wyoming, Neb.	June 25	John D. Chase	85	28	Sept. 20
Wyoming, Neb.	June 29	John R. Murdock	78 abt.	30	Aug. 26
Wyoming, Neb.	July 8	Wm. B. Preston	400	50	Sept. 15
Wyoming, Neb.	July 15	Joseph S. Rawlins	400	50	Sept. 20
Wyoming, Neb.	July	John Smith	150 abt.	20	Oct. 1
Wyoming, Neb.	July 19	Wm. S. Warren	400 abt.	65	Oct. 4
Wyoming, Neb.	July 27	Isaac A. Canfield	211 abt.	50	Oct. 5
Wyoming, Neb.	Aug. 9	Wm. Hyde	350	62	Oct. 26
Wyoming, Neb.	Aug.	Warren S. Snow	400	62	Nov. 2



August 31 — Capt. W. S. Warren telegraphed from 62 miles beyond Laramie, August 27th, that they were "all right." They are making good time, some 15 miles a day, and Capt. Canfield is probably near them, for they were together at Cottonwood Springs. Capt. J. S. Rollins was at Deer Creek, 411 miles from here, on the 26th, "passengers and teams doing well." Nine of their oxen died between Laramie and Deer Creek, but that does not seem to have materially checked their progress, for they also are making good time. Capt. John R. Murdock's mule train arrived on the 26th inst. Three adults and two children died on the road, and Bro. Sidney Beckstead, from Goshen, Utah County, was killed by the accidental discharge of his rifle while on guard 12 miles this side of Platte Bridge. — *Deseret News*

Sept. 7 . . . Capt. J. S. Rawlins telegraphed from Sweetwater bridge, 332 miles east, Sept. 1: — "Train in fine condition, traveling all right, and doing well." Capt. W. S. Warren telegraphed from Horse Shoe Creek, 466 miles east, Sept. 2: — "Train passed this afternoon, all well. Canfield is close behind."

Capt. John Smith telegraphed from Deer Creek, 411 miles east, Sept. 2: — "I am here with 20 wagons, Scandinavians; have lost 20 cattle. Can we get help?" This is an independent company and any who have relatives and acquaintances in Capt. John Smith's company will confer a favor by sending them some 10 or 12 yoke of oxen. We have not received any list from this company, and of course cannot inform our readers who are in it.

Elder H. B. Clawson telegraphed from Plum Creek 36 miles this side of Kearney, Sept. 2: — "9 A.M., train passing, all in first rate spirits."

Capt. Hyde and Snow Companies are probably traveling together, as they were when previously heard from and are the last of this season's immigration. Elders Joseph A. Young, H. B. Clawson, Jos. W. Young, H. S. Beatie, W. C. Staines and perhaps Richard Bentley and some others are accompanying these trains in private conveyances, and will probably travel with them until the region of Indian troubles is passed, when they will leave them and come ahead.

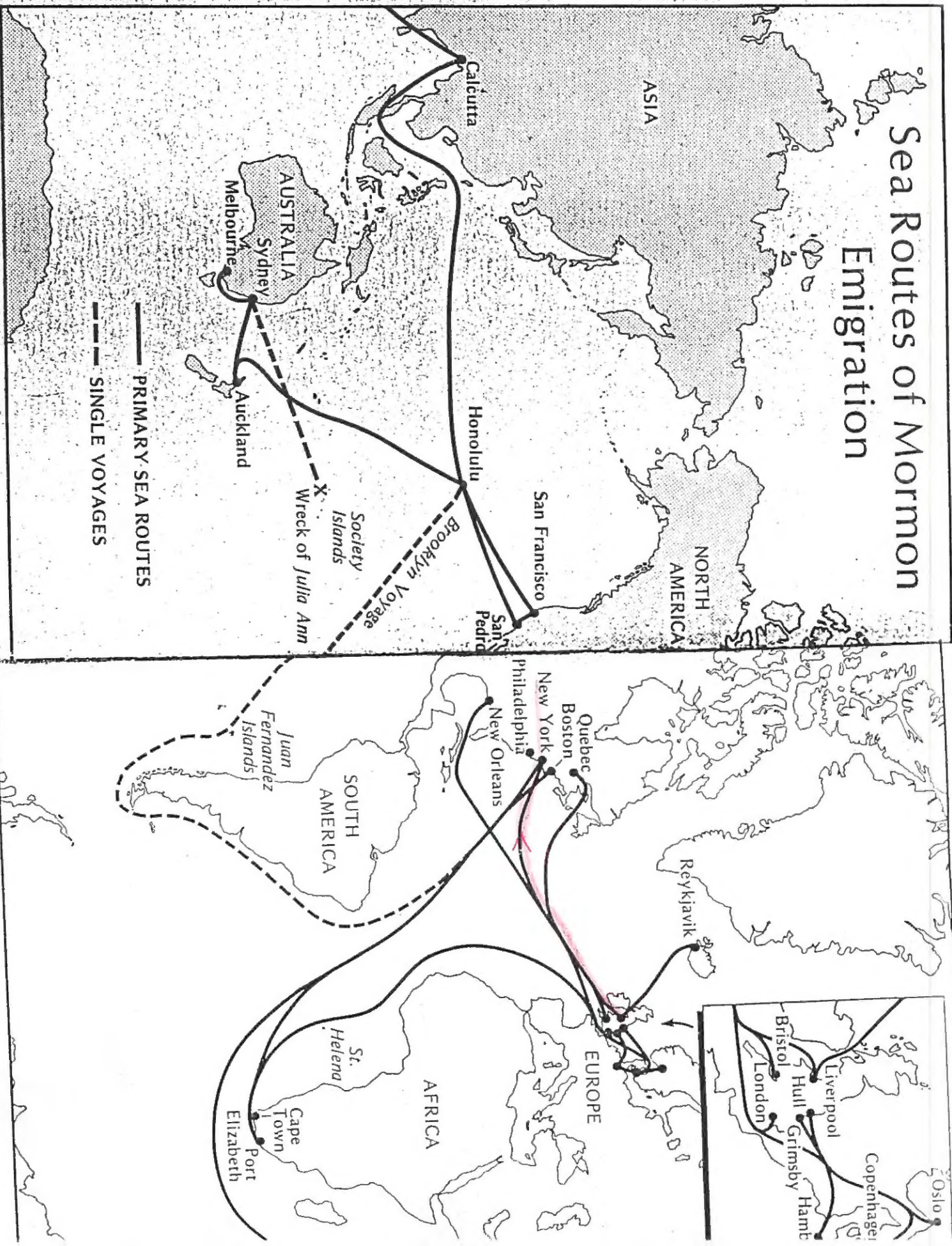
JOURNEY OVER THE PLAINS — 1864

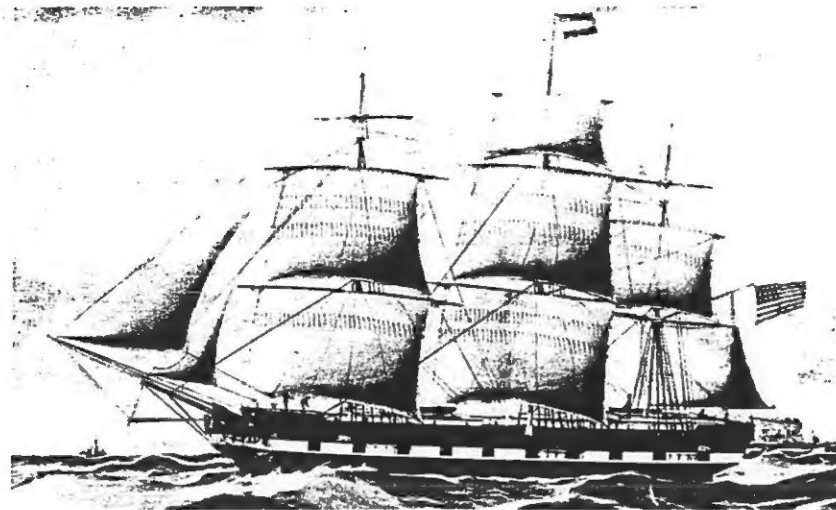
To the Editor of the *Deseret News*:

"Ubi est Liberty, ibi est Patria." Cicero.
(Where Liberty is, there is my Country.)

Sir: — Being advised that an account of the Emigrants' journey over the Plains would be acceptable to many of your intelligent readers, I respectfully submit to their perusal, the following narration of a company's procedure under the supervision of Captain William

Sea Routes of Mormon Emigration





Hope. Courtesy The Peabody Museum of Salem.

HORIZON

Ship: 1775 tons: 220' x 42' x 21'
Built: 1854 at Ellsworth, Maine

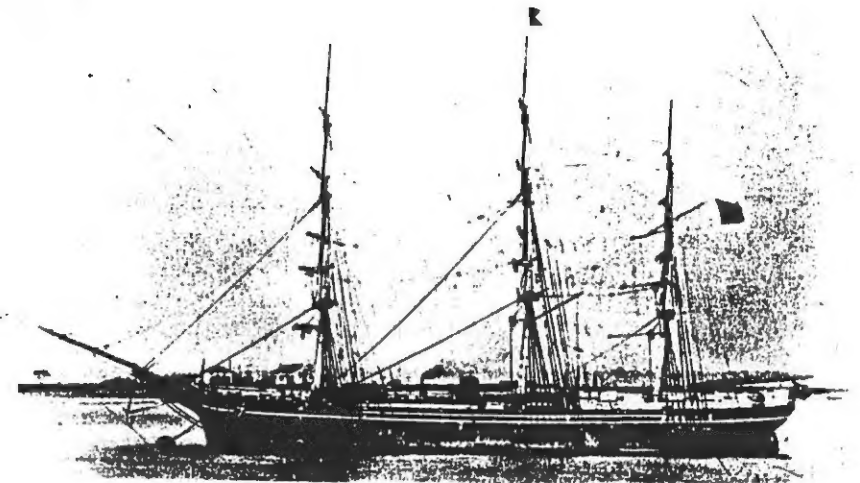
Elder Edward Martin presided over 856 Mormon emigrants who sailed from Liverpool 25 May 1856 in the square-rigger *Horizon* of Boston. He was assisted by Elders Jesse Haven and George P. Waugh. The vessel was commanded by Captain William Reed of Chelsea, Massachusetts, a mariner of considerable experience and part-owner of the vessel. In 1848 he seems to have skippered the 335-ton bark *Lucy Elizabeth* and in 1853 the 983-ton ship *Northampton*. During the crossing, Patience Loader, a young girl, recorded that for some days a large shark followed the ship, causing her anxiety. After a twenty-six-day passage the *Horizon* arrived at Boston on 20 June. The emigrants then traveled by rail to Iowa City. Since most of the Saints were poor—635 having been financed by the Perpetual Emigrating Fund—they formed a handcart company that nearly perished on the winter trek to Utah. In this tragic episode many died before help from Great Salt Lake City reached them.

In her 1859 registration the *Horizon's* tonnage was calculated at 1666 tons. A large ship for her time, this three-master had three decks, a square stern, and a figurehead. In 1859 the ship was sold to foreigners.

HUDSON

Ship: 1618 tons: 208' x 41' x 29'
Built: 1863 by J. A. and D. D. Westervelt at New York City, New York

Captain Isaiah Pratt, a mariner who had as early as 1852 skippered the ship *Margaret Evans* in the Black X Line, was in command of the large packet ship *Hudson*



Hudson. Courtesy The Mariners Museum, Newport News, Virginia.

on both of her voyages with Mormon emigrants. On 3 June 1864 the first passage began at London with 863 Saints from the British Isles, Switzerland, Germany, and Holland. Elder John M. Kay presided over the emigrant company. His counselors were George Halliday, John L. Smith, and Matthew McCune. Other returning missionaries were Elders Louis A. Bertrand, Samuel Neslen, and Thomas O. King. The crossing was unusually slow—forty-six days, but the "kindness of Capt. Pratt did much to alleviate the fatigue of the journey." Measles broke out among the children, and nine died and were buried at sea. Soon after landing, another child died at Castle Garden. One woman from Switzerland also died. There were three births. The vessel arrived at New York on 19 July. Three years later—1 June 1867—the *Hudson* sailed from London with twenty Saints aboard, arriving on 19 July after a forty-eight-day passage.


This full-rigged packet had three decks, a round stern and tuck, and a billethead. Captain Pratt was listed as owner in 1868. Her registration was surrendered 30 September 1878 because the vessel had been sunk sometime earlier.

HUMBOLDT

Ship: 789 tons: 157' x 32' x 22'
Built: 1853 by A. Meyer at Lübeck (Germany)

A German ship, the *Humboldt* carried two companies of Scandinavian Mormons to America. In each case, the emigrants assembled at Hamburg and from that port embarked on this square-rigger. Shipmaster was Captain H. D. Boysen, who commanded the vessel from 1858 to 1866.

The first company of 323 Saints departed on 9 April 1862 under the leadership of Elder Hans Christian Hansen, a returning missionary. The voyage was described as successful, although fourteen died at sea and on the land journey to Florence,



Ships, Saints, and Mariners

*A Maritime Encyclopedia
of Mormon Migration
1830-1890*

by

CONWAY B. SONNE

Foreword by

Leonard J. Arrington

GENEALOGICAL DEPARTMENT
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